

TSPLOST UPDATE

November 13, 2017

TSPLOST Projects

PROJECTS	COST
Columbus River Walk Expansion	\$10 M
Intercity Bus Park & Ride	\$22.4 M
South Lumpkin Rd. Follow Me Trail	\$3.5 M
Custer Road/US 27	\$20 M
Buena Vista Road/I-185 Interchange	\$47.6 M
Buena Vista Road Spider Web Overpass	\$40 M
SR Passing Lane, Veterans Pkwy	\$17.7 M
Cusseta Road Interchange	\$58.2 M
Sub-Total	\$219.5 M
<u>Plus Approx. \$30 M in Discretionary Funds</u>	<u>\$30 M</u>
TOTAL PROCEEDS	\$249.5 M

IMPROVING ON ORIGINAL TSPLOST

- DONOR COUNTY DUE TO REGIONAL APPROACH
 - Net Benefit = -\$31,799,091
 - For Every Dollar in TSPLOST Cost, Only 89 Cents in Benefit Within County
- Flexibility in allowing single county TSPLOST
- **Could Allow More Flexibility With Broader Transp. Plan Such As Inter-City Rail**



COLUMBUS TO ATLANTA HIGH SPEED RAIL FEASIBILITY STUDY



2009

Corridor included in Georgia State Rail Plan

2010

Passenger Rail Study from Atlanta to Griffin completed

2012

Mayor's Commission on
Passenger Rail

GDOT High-Speed Rail
Feasibility Studies

Request for Proposals released
by CCG

2013 & Ongoing

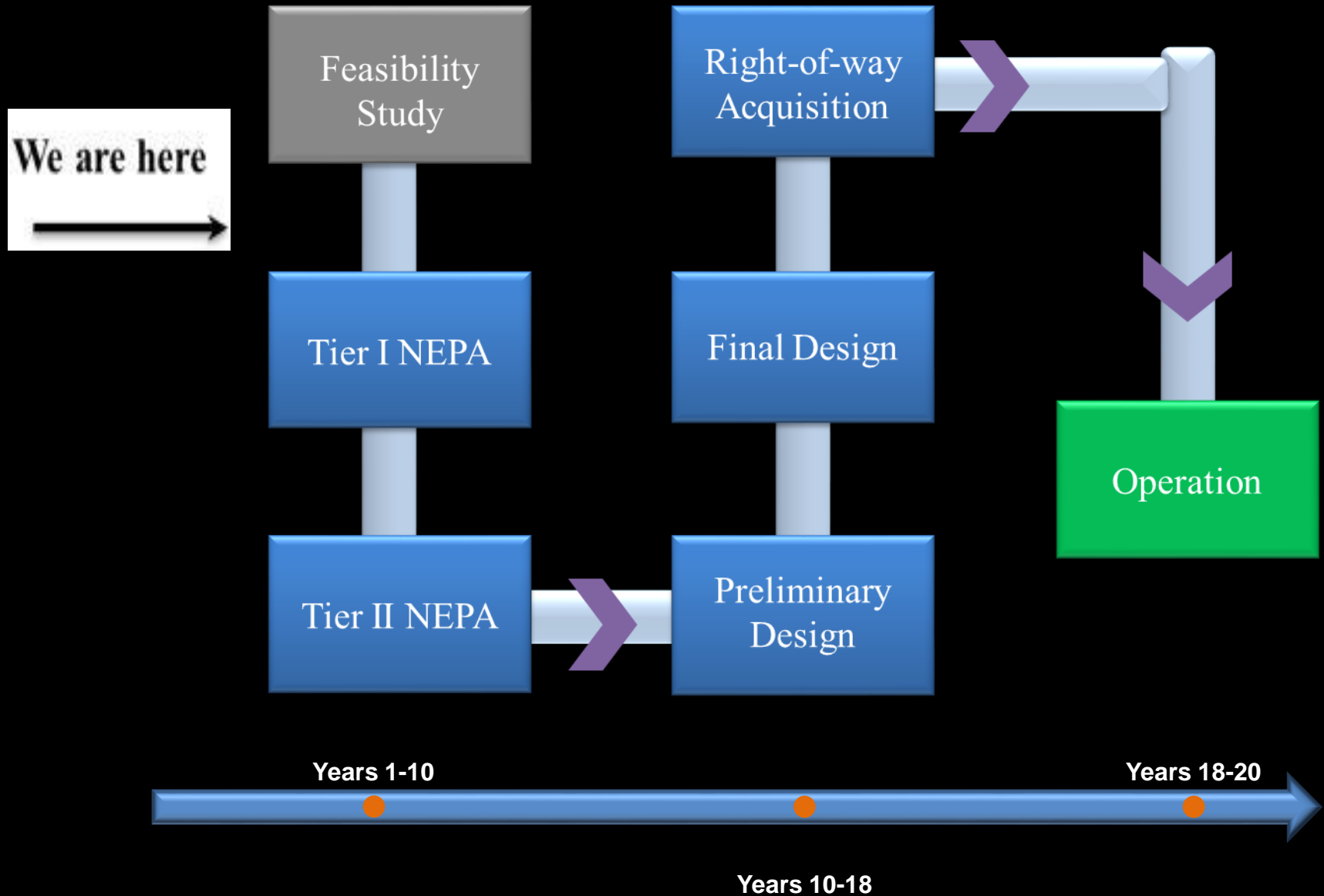
Columbus to Atlanta
Feasibility Study

Georgia MMPT EIS

Atlanta-Charlotte
Tier 1 EIS

Atlanta-Chattanooga
Tier 1 EIS

Federal Implementation Process



Operating Plans

Two representative routes and three technologies:

Technology Alternatives			
	Route 2: Emerging	Route 5: Region	Route 5: Express
Top Speed	79-110 mph	110-150 mph	150-220 mph
Fuel/Energy	Diesel	Diesel	Electric
Route	Shared/Abandoned Route	Dedicated Interstate Route	
Track	Single Track with Sidings	Double Track	
Train Delay Probability	Medium	Low	

Operating Characteristics				
Technology	Distance (mi)	Travel Time	Average Speed	Daily Round Trips
Emerging	101.79	1:36	55.1	4
Regional	91.05	1:26	63.2	5
Express	91.05	1:01	71.3	6

Capital/Construction Cost

FRA Standard Cost Categories		Express
10 Track & Structures		\$1,026.1 M
20 Stations		\$14.6 M
30 Support Facilities		\$0 M
40 Sitework & ROW		\$410.6 M
50 Signals & Communications		\$284.8 M
60 Electrification		\$1,264.8
70 Equipment		\$507.5 M
80 Professional Services		\$360.1 M
Total Capital Cost		\$3,868.5 M*
Cost Per Mile		\$42.5 M*

Capital Costs Comparison

Cost per Mile		
Mode	Cost	Source
Intercity Passenger Rail	\$10.7-\$42.5M	Columbus-Atlanta HSR Feasibility Study ¹
Street Car	\$25.6M	MARTA – Atlanta Streetcar ²
Light Rail	\$132M	MARTA – Clifton Corridor ³
Interstate (new 4-lane)	\$6.4-\$12.4M	GDOT ⁴
Interstate (widening)	\$9.5-\$17.6M	GDOT ⁴
Columbus to ATL Express	\$42.5M	Federal Rail Administration (FRA)

Notes:

¹ Based on conceptual engineering and unit costs from other regional studies

² <http://streetcar.atlantaga.gov/how-is-the-project-funded/>

³ <http://www.itsmarta.com/Clifton-Corr.aspx>

⁴ GDOT Office of Engineering, Cost Estimating System

Travel Times

Station	NB (Col to Atl)	SB (Atl to Col)
Columbus	Depart 06:00	Arrive 07:01
Newnan	Arrive 06:41, Depart 06:46	Arrive 06:15, Depart 06:20
Hartsfield-Jackson	Arrive 07:01	Depart 06:00

Cost and Ridership

Fare Calculation	One-Way Cost	Daily Round Trips
\$0.40/mile + \$5 Boarding Fee	\$41.42	6

Year	Express Ridership
2030	1.1 M one-way riders
2040	1.4 M one-way riders
2050	1.7 M one-way riders

Financial Results – Profitable in First Year

Year	Annual Operating Ratio			
		2030	2040	2050
Express	Total Revenue	\$23.6 million	\$25.8 million	\$28.4 million
	Total Cost	\$19.5 million	\$19.3 million	\$18.9 million
	Operating Ratio	1.21	1.34	1.50

** Notes: FRA seeks Operation Ratio > 1.0
Revenue surplus can be used to help pay capital bonds*

Economic Impacts:

- **U.S. High Speed Rail Association**
 - Spurs the revitalization of cities
 - Encourages high density and mixed-use
 - Fosters economic development in cities along train routes
 - Broadens labor markets and offers a wider network of employers
- **Economic Development Research Group (U.S. Conference of Mayors)**
 - Increase business productivity through travel efficiencies
 - Expand visitor markets and generate additional spending
 - Supports the growth of technology clusters



Denver Union Station

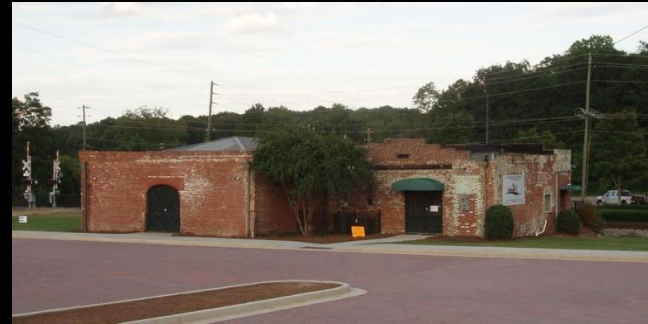


Economic Impacts:

- **Job Creation**
 - Jobs include: Direct, Indirect, and Induced
 - Typical range: 11,000 to 28,000 per \$1 billion expended
- **Station Development**
 - TOD potential
 - Stamford, CT Transportation Center
- **Regional Economic Benefits**
 - Reverse Commutes
 - Portland to Brunswick Extension



Stamford, CT Transportation Center



Newnan Depot, Newnan, GA



Maine Street Station, Brunswick, ME

Private Partnerships

- Stakeholder partnerships are key to accelerate large infrastructure projects
- Congress recognizes that large transportation projects will require innovative funding including private investment
- Similar model to highway and transit programs:
 - Transportation Infrastructure Finance and Innovation Act
 - Railroad Rehabilitation and Improvement Financing
- Potential to leverage station and right-of-way for revenue streams
- GDOT has authority to form public/private partnerships



Georgia Passenger Rail Authority OCGA 46-9-9

1985

- Authority Created

1994

- Gov. Miller Appoints First Authority Board Members

2003

- Atl/Macon & Atl/Athens Receive No Significant Impact Finding

2005

- Authority Lost All Funding

Broad Powers of Existing Authority

To Contract

- Planning/Design
- Financing/Loans/Bonds
- Grants
- Operations/Sales

To Acquire

- Purchase
- Lease
- Condemn/Dispose

To Partner

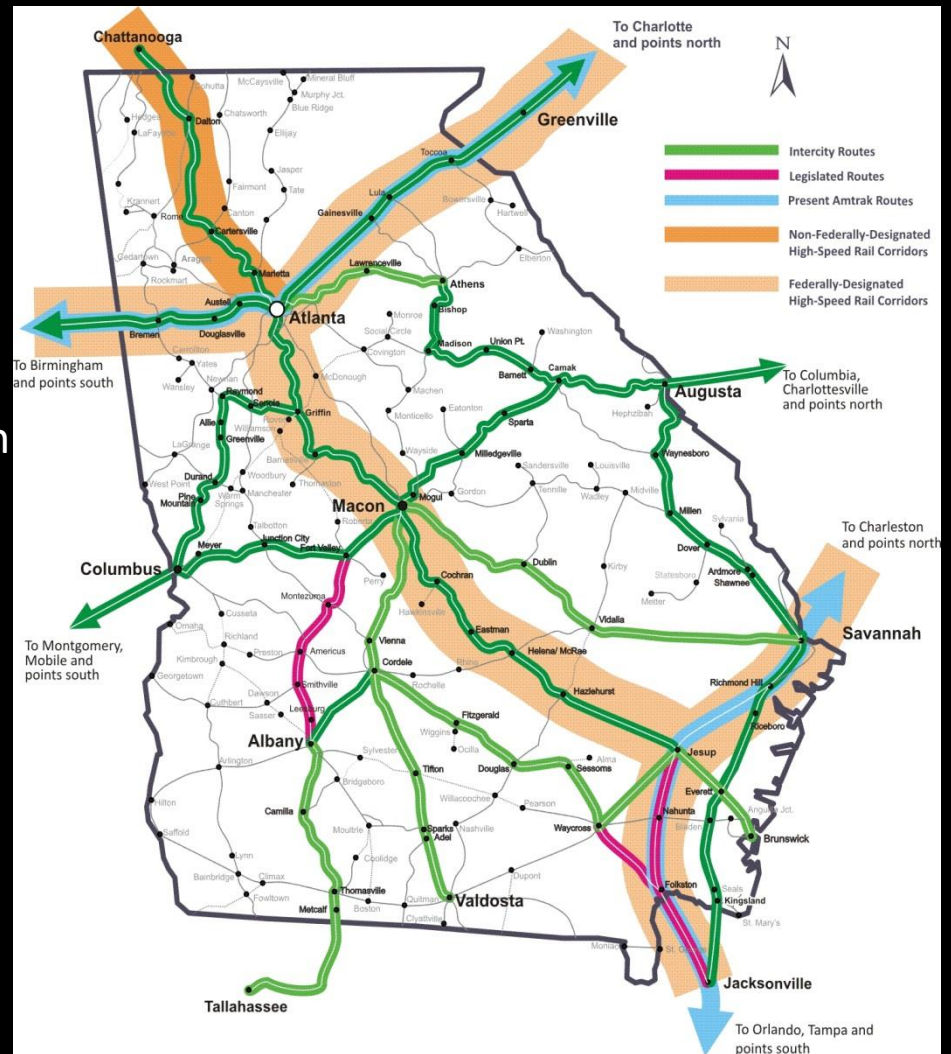
- Federal/State/Local Gov't
- Private/Public

Immediate Next Steps:

- Work with local and regional leaders
- Identify funding for NEPA process
 - **Waiver by FRA!!**
- Continue education and outreach
- Incorporated corridor in State Rail Plan
- Re-initiate State Rail Authority

Long-Term Steps:

- Continue building partnerships
- Identify funding/financing strategies for implementation
- Preserve corridor through documentation in official maps and statewide plans



www.columbusga.org/planning